

PATENT SPECIFICATION

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Drawing attached.

COMPLETE SPECIFICATION

"Improvements relating to outriggers of a racing boat."

We, GEORGE TOWNS & SONS PTY. LIMITED of 77 Wharf Road, Gladesville, near Sydney, in the State of New South Wales, Commonwealth of Australia, Boat Builders, hereby declare this invention and the manner in which it is to be performed to be fully described and ascertained in and by the following statement:—

Hitherto outriggers of a racing boat have been constructed and fixed to the boat in such manner that the rowlock thole pins were always in a fixed position relative to a rower. Owing to light boat construction it has been difficult to adjust the thole pin positions to suit different rowers. Consequently the practice has been for a rower to attempt to adjust himself to a boat rather than to adjust the boat to suit the rower.

This invention has been devised to provide a construction of outriggers which will enable the thole pin position to be adjusted to meet the physical requirements of individual rowers thereby eliminating the adjustment strain which hitherto was placed

upon the rower.

The adjustments involved are the lateral position of the thole pin and the height of the thole pin. The term "lateral" is used herein to define an adjustment which is a radial movement in a horizontal plane on the anchor point of the main arm.

It is to be understood that while the invention is directed to a construction which will permit of adjustment of the lateral as well as the height position of the thole pin the invention is not avoided by a construction which embraces only one of the adjustments.

Broadly the invention consists of the construction of an outrigger in such manner that the lateral position and/or the height position of the thole pin assembly can be varied without interfering with the outrigger mountings on the boat. In order to obtain lateral adjustment of the thole pin provision is made to vary the length of the "after" stay and the "back" stay with respect to each other. To obtain height adjustment of the thole pin provision is

made to vary the length of the "square-off" stay.

One embodiment of the invention is illustrated in the annexed drawings wherein Fig. 1 is a fragmentary perspective view of a boat and outrigger; Fig. 2 is a sectional elevation on plane 2-2 of Fig. 1; Fig. 3 is a section on plane 3-3 of Fig. 1.

As illustrated the outrigger consists of a base 1 on which is mounted a standard 2. The base is mounted on or, as illustrated, is part of the main arm 3 which is fixed to the washboard 4 of the boat. Square off stay 5 fixed to the washboard 4 below the main arm 3 is connected to the base 1. After stay 6 also connected to or, as illustrated, part of base 1 is fixed to the washboard 4 aft of the main arm 3. Back stay 7 is fixed to the washboard 4 forward of the main arm 3 and is fixed to the top of the standard 2. There is a pintle 8 on the base 1 juxtaposed a stud 9 on the standard 2. These parts constitute a thole pin assembly for a rowlock 10.

The several stays and main arm are made of tubes. The square off stay 5 is in two parts, a and b, and the adjacent ends are screwed internally with a right and left hand thread respectively. A rod 11 screwed complementary to the stay parts and having a medial nut face 16 joins the two parts of the stay. Lock nuts are provided to hold the stay parts in a determined position.

The after stay 6 and the back stay 7 each have an independent foot plate 12-13 for fixing to the washboard 4. These foot plates each have a screwed extension 14-15 which are adapted to screw into the respective stays. Lock nuts are provided.

Having now fully described and ascertained our said invention and the manner in which it is to be performed we declare that what we claim is:

(1) In outriggers for racing boats the provision of means whereby the length of the after stay and the back stay can be varied for the purpose of obtaining lateral adjustment of the thole pin.

(2) In outriggers for racing boats the

provision of means whereby the length of the after stay and the back stay can be varied for the purpose of obtaining lateral adjustment of the thole pin and the provision of means whereby the length of the square off stay can be varied for the purpose of obtaining vertical adjustment of said thole pin.

(3) In outriggers for racing boats the provision of means for obtaining lateral and vertical adjustment of the thole pin as claimed in Claim 2 characterised in that the square off stay is constructed in two parts having adjacent ends screwed internally with right and left hand threads respectively and joined by a complementary screwed rod.

(4) In outriggers for racing boats the provision of means for obtaining lateral and vertical adjustment of the thole pin as claimed in Claim 2 characterised in that the after stay is provided with an independent foot plate for fixing to the washboard, said foot plate having a screwed extension adapted to screw into the after stay.

(5) In outriggers for racing boats the provision of means for obtaining lateral and vertical adjustment of the thole pin as claimed in Claim 2 characterised in that the back stay is provided with an independent foot plate for fixing to the washboard, said foot plate having a screwed extension adapted to screw into the back stay.

(6) An outrigger for racing boats constructed as described with reference to the annexed drawings.

Dated this 27th day of September A.D. 1950.

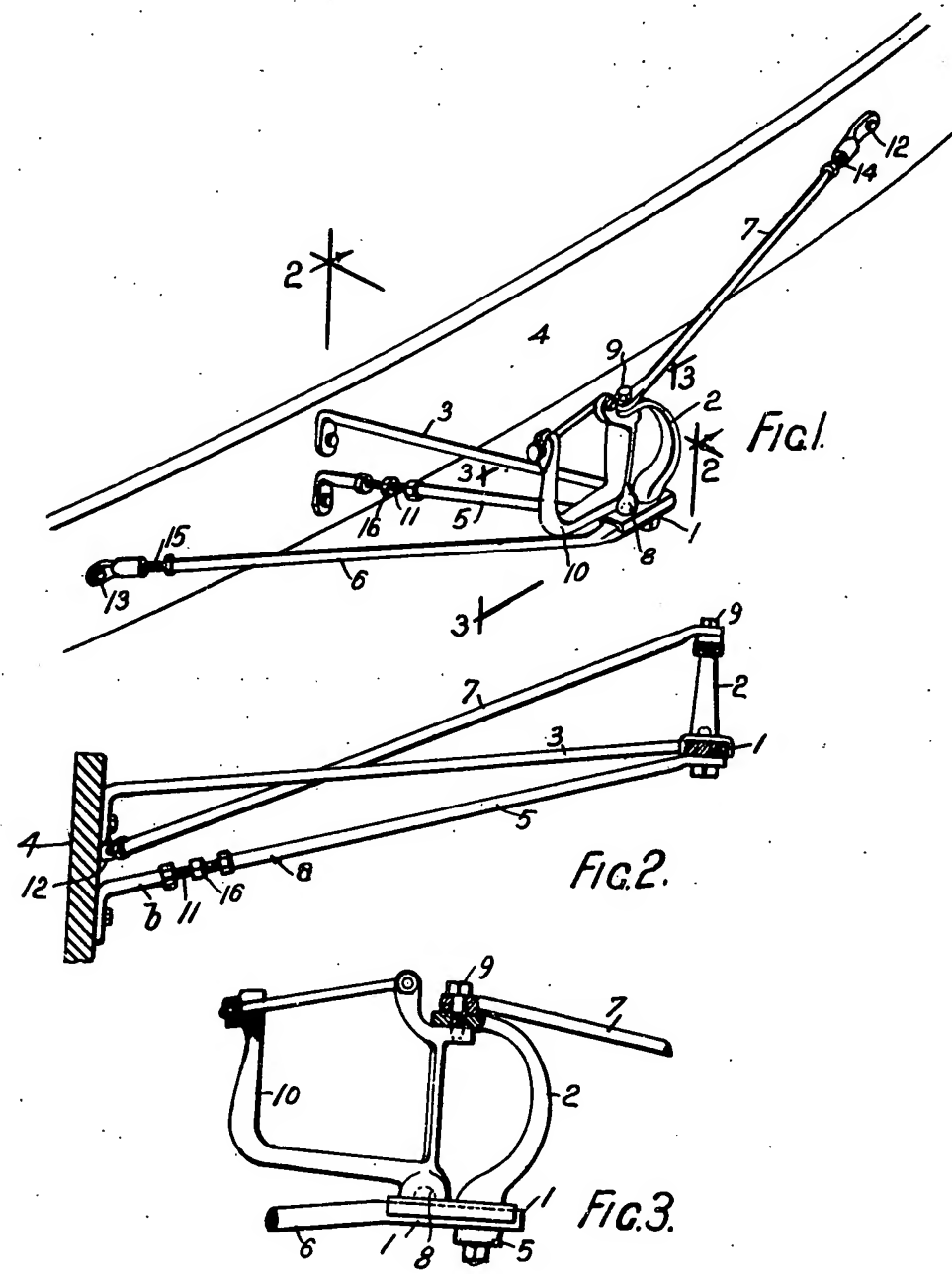
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LIMITED.

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Witness.—J. Davie.

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